



**Federal Aviation  
Administration**

# **NTSB Public Hearing**

## **USAirways 1549**

**Testimony for NTSB Public Hearing on US  
Airways Flight 1549 Accident of January 15, 2009**

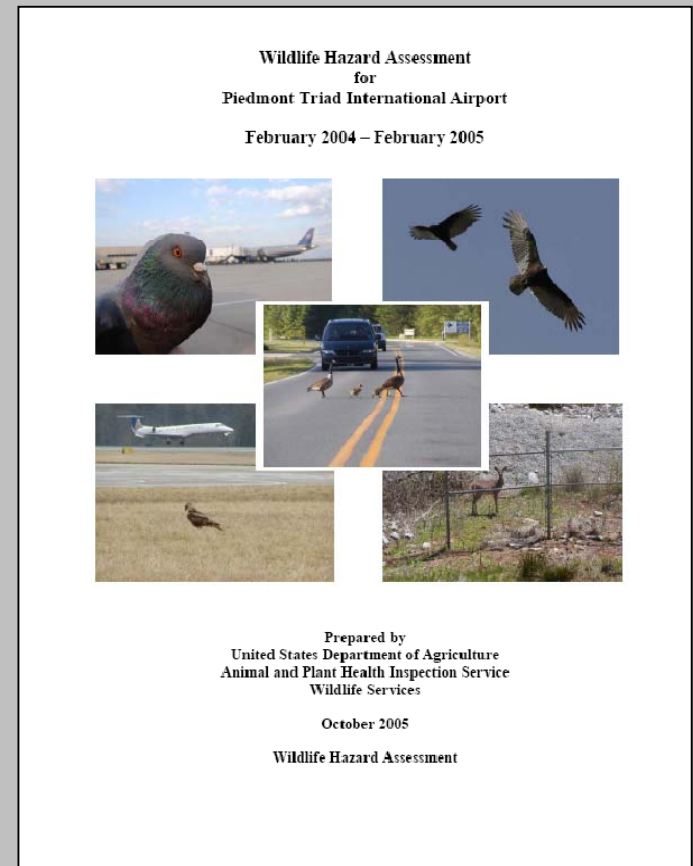
**Subject: Airports**

**To: National Transportation Safety Board**  
**By: Michael J. O'Donnell**  
**Director, Airport Safety and Standards**  
**Date: June 10, 2009**



# 139.337(b) ... A Wildlife Hazard Assessment is conducted when:

1. Multiple wildlife strikes
2. Substantial damage from wildlife strike
3. Engine ingestion of wildlife
4. Wildlife of size, or in numbers, capable of causing any of the previous events is observed on or near airport



# 139.337 (c) WHA shall contain at least the following:

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1. Analysis of events or circumstances that prompted the WHA
2. Identification of species observed, numbers, location, movements, daily and seasonal occurrences
3. Identification of attractants, on and near the airport
4. Description of hazards
5. Recommended actions for reducing hazards

# **139.337 (e) If a WHMP is needed, the plan shall...**

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- 1. Provide measures to alleviate, or eliminate wildlife hazards...**
- 2. Be submitted to, and approved by, the FAA prior to implementation**
- 3. ...become a part of the Airport Certification Manual**

# 139.337 (f) Plan shall include at least the following:

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1. Authorities and responsibilities
2. WHA actions target dates for initiation and completion
3. Wildlife hazard management procedures
4. Habitat management
5. Permits (local, state, and federal)
6. Resources
7. Training
8. WHMP review / evaluation

# NTSB Closed Unacceptable

- **A-99-88.** In consultation with the U.S. Department of Agriculture, require that wildlife assessments be conducted at all 14 Code of Federal Regulations Part 139 airports where such assessments have not already been conducted.
- *“Wildlife of size, or in numbers, capable of causing any of the previous events is observed on or near airport.”*

# Airports With Triggers and No WHA...

- **FAA Identified approximately 95 certificated airports with triggering events and no Wildlife Hazard Assessment.**
- **Publish Cert Alert to have inspectors contact airports and direct them to start Wildlife Hazard Assessments.**
- **Regular reporting on status, emphasize voluntary compliance with all airports.**
- **Initiated rulemaking to require all certificated airports to conduct initial and periodic Wildlife Hazard Assessments.**



# Mandatory Reporting

- No consensus among the wildlife community whether 20% reporting is adequate, or if 20% is current level of reporting.
- FAA has initiated a study to determine what level of reporting required to be statistically significant. Mandatory reporting may not be necessary if current level of reporting is statistically significant. (results due early fall).
- If current level of reporting is not adequate FAA will proceed with rulemaking to require mandatory reporting.
- Education and awareness



# Rules, Regulations and Permits Governing Wildlife Control At Airports

## FAA Regulations, Advisories and CertAlerts

### Non-FAA Federal Laws and Policies



Migratory Bird Treaty Act



Bald and Golden Eagle Protection Act



Endangered Species Act



National Environmental Policy Act (NEPA)



Executive Order 13112 of February 3, 1999



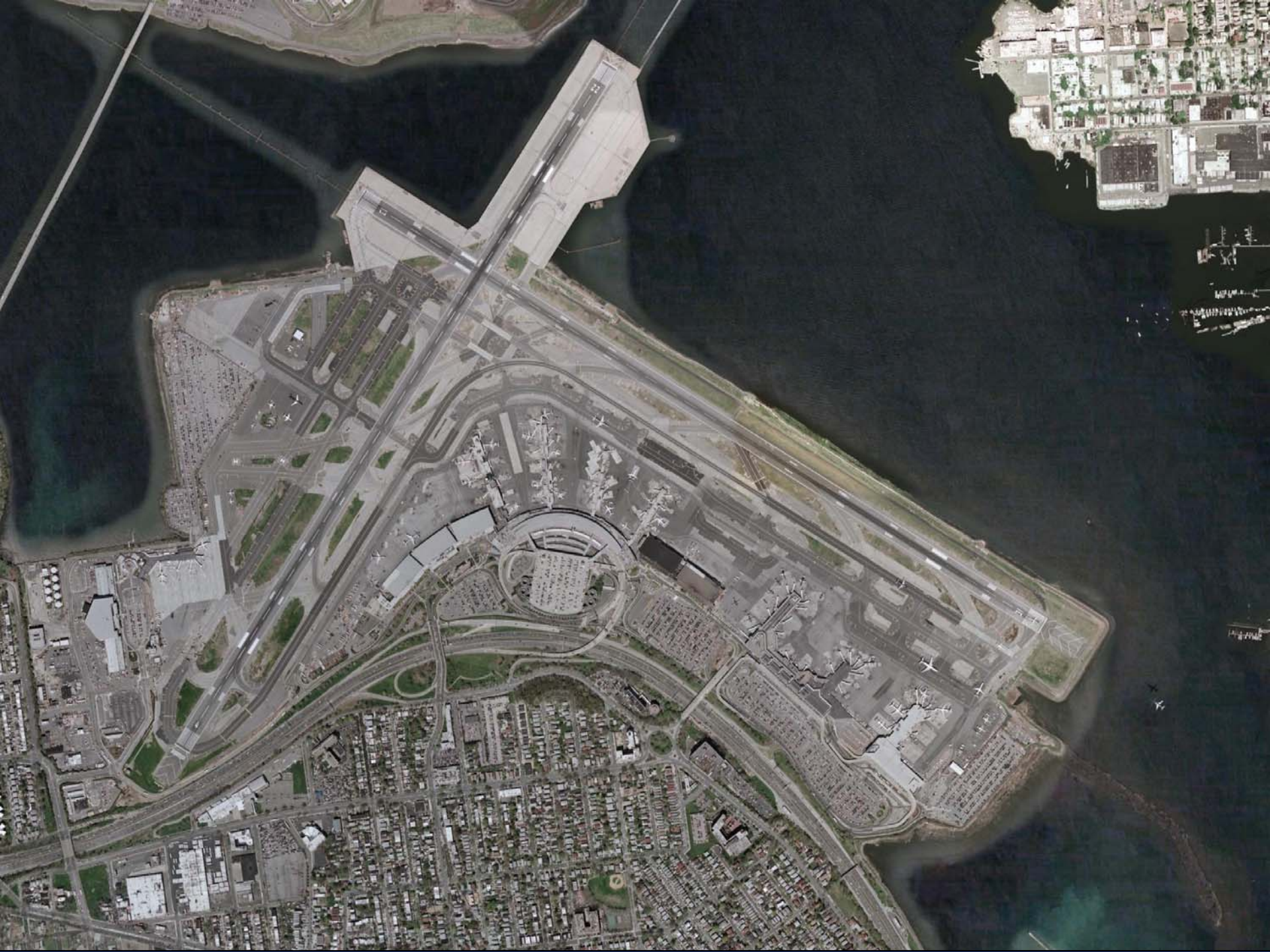
Clean Water Act (wetlands protection)



Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

### State Laws and Policies

### Local Laws and Ordinances



# FAA Advisory Circulars

**AC No: 150/5200-32A** **REPORTING WILDLIFE AIRCRAFT STRIKES** 12/22/04

**AC No: 150/5200-33B** **HAZARDOUS WILDLIFE ATTRACTANTS ON OR NEAR AIRPORTS** 8/28/2007

**AC No: 150/5200-34A** **CONSTRUCTION OR ESTABLISHMENT OF LANDFILLS NEAR PUBLIC AIRPORTS** January 26, 2006

**AC No: 150/5200-36** **Qualifications for Wildlife Biologist Conducting Wildlife Hazard Assessments and Training Curriculums for Airport Personnel Involved in Controlling Wildlife Hazards on Airports** June 28, 2006



# Wildlife Strike Reporting to the FAA: Electronic or Paper Documentation, new web page

Microsoft Internet Explorer

favorites Tools Help

Search Favorites Media

life.pr.erau.edu/strikeform/birdstrikeform.html

To Receive Items of Interest, Submitting Events and Community News  
CLICK HERE!

## BIRD/OTHER WILDLIFE STRIKE REPORT

Form Approved OMB NO. 2120-0045

<b>1. Name of Operator</b> [Text Field]	<b>2. Aircraft Make/Model</b> [Text Field]	<b>3. Engine Make/Model</b> [Text Field]																								
<b>4. Aircraft Registration</b> [Text Field]	<b>5. Date of Incident</b> [mm] [dd] [yyyy]	<b>6. Local Time of Incident</b> <input type="checkbox"/> Dawn <input type="checkbox"/> Dusk   [ ] Hr   [ ] Min <input type="checkbox"/> Day <input type="checkbox"/> Night <input type="checkbox"/> AM <input type="checkbox"/> PM																								
<b>7. Flight Number</b> [Text Field]	<b>6B. Wildlife/Bird Remains:</b> <input type="checkbox"/> Collected <input type="checkbox"/> Sent to Smithsonian																									
<b>8. Airport Name</b> [Text Field]	<b>8. Runway Used</b> [Text Field]	<b>9. Location if En Route</b> (Nearest Town/Reference & State) [Text Field]																								
<b>Height (AGL)</b> [ ] ft	<b>11. Speed (KAS)</b> [ ] kts																									
<b>Phase of Flight</b> <input type="checkbox"/> A. Parked <input type="checkbox"/> B. Taxi <input type="checkbox"/> C. Take-off Run <input type="checkbox"/> D. Climb <input type="checkbox"/> E. En Route <input type="checkbox"/> F. Descent <input type="checkbox"/> G. Approach	<b>13. Part(s) of Aircraft Struck or Damaged</b> <table border="1"> <thead> <tr> <th></th> <th>Struck</th> <th>Damaged</th> </tr> </thead> <tbody> <tr><td>A. Radome</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>B. Windshield</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>C. Nose</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>D. Engine #1</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>E. Engine #2</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>F. Engine #3</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> <tr><td>G. Engine #4</td><td><input type="checkbox"/></td><td><input type="checkbox"/></td></tr> </tbody> </table>			Struck	Damaged	A. Radome	<input type="checkbox"/>	<input type="checkbox"/>	B. Windshield	<input type="checkbox"/>	<input type="checkbox"/>	C. Nose	<input type="checkbox"/>	<input type="checkbox"/>	D. Engine #1	<input type="checkbox"/>	<input type="checkbox"/>	E. Engine #2	<input type="checkbox"/>	<input type="checkbox"/>	F. Engine #3	<input type="checkbox"/>	<input type="checkbox"/>	G. Engine #4	<input type="checkbox"/>	<input type="checkbox"/>
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Internet

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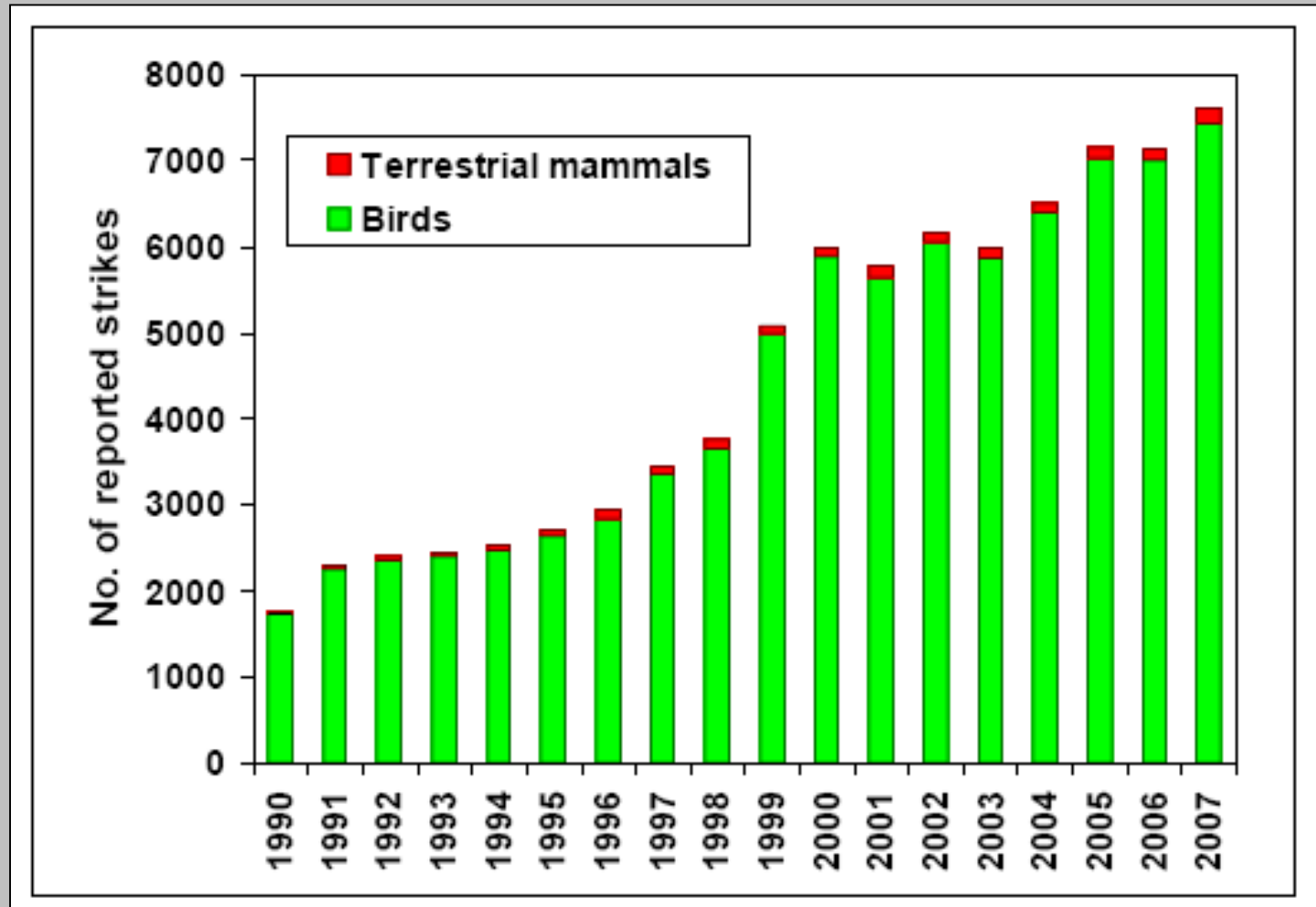
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# **NATIONAL WILDLIFE STRIKE DATABASE IS ACCESSIBLE TO PUBLIC**





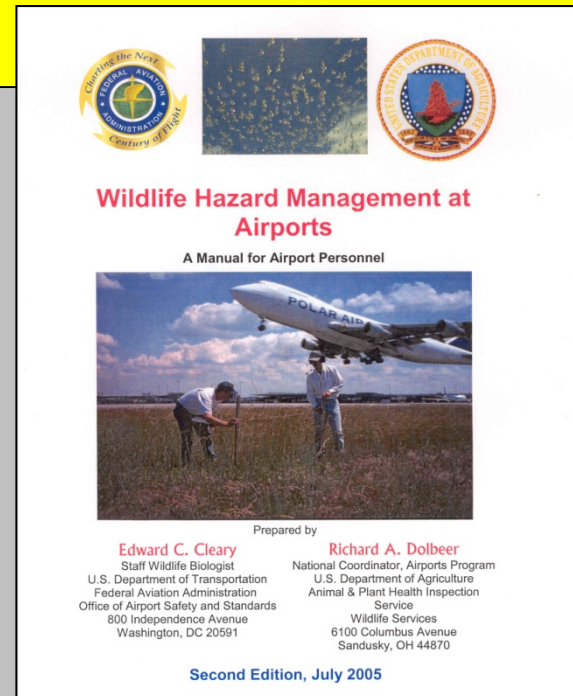
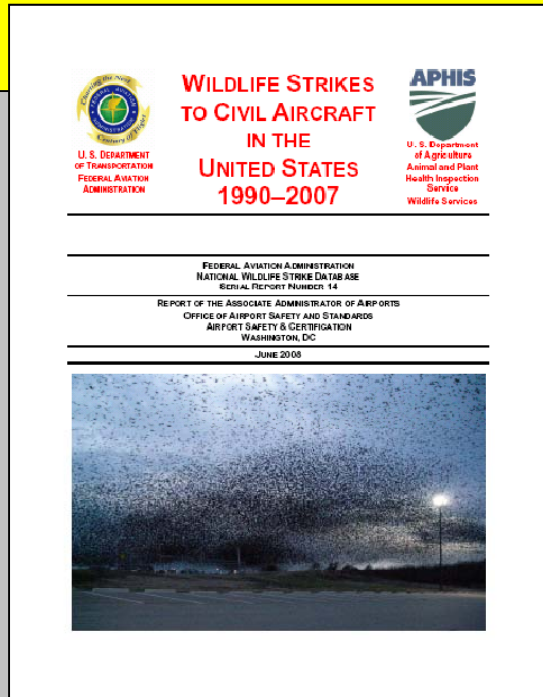
# REPORTED WILDLIFE STRIKES WITH CIVIL AIRCRAFT, USA, 1990-2007



# FAA MANAGES WILDLIFE HAZARDS:

## REGULATIONS – TRAINING - EDUCATION/ OUTREACH

## RESEARCH/ DATA COLLECTION





# Wildlife Management at Non-Certificated Airports

- **These airports are not regulated under part 139.**
- **Many are subject to FAA grant assurances**
  - Grant Assurance 19 provides for a safe operating environment
  - Grant Assurance 21 provides for compatible land use
- **The FAA helps these airports by:**
  - Providing funding
  - Providing technical expertise



# In Conclusion The FAA...

- Understands that 73% of reported bird strikes occur below 500 feet.
- Recognizes the above, and has provided \$387 million in AIP funds to airports for wildlife mitigation projects since 1997.
- Funds \$2.5 million annually for wildlife research programs (\$12.6 million since 1999).
- Is working with USDA and industry to increase awareness and quality of reporting (only 26% of reports identify species).
- Has an industry outreach plan and will vastly improve the wildlife strike reporting web site.
- Will apply Safety Management System (SMS) principles to identify and mitigate wildlife risks to aircraft.